



**STATE ENVIRONMENTAL POLICY ACT (SEPA)  
DETERMINATION OF NON-SIGNIFICANCE**

**Name of Proposal/File Number:** REDMOND CENTRAL CONNECTOR, File Number L110174

**Description of Proposal:**

THRESHOLD DETERMINATION FOR REDMOND CENTRAL CONNECTOR MASTER PLAN FOR TRAIL AND PARK- NON PROJECT ACTION. THIS IS A PHASED SEPA REVIEW. PROJECT LEVEL SEPA TO BE ISSUED AT LATER DATES AND PHASES.

**Location of Proposal:** BNSF ROW BTWN MILE POST 3.4 AND 7.3

**Site Address of Proposal (if any):**

**Proponent:** HOPE CAROLYN

**Lead Agency:** CITY OF REDMOND

The lead agency for this proposal has determined that the requirements of environmental analysis, protection, and mitigation measures have been adequately addressed through the City's regulations and Comprehensive Plan together with applicable State and Federal laws.

Additionally, the lead agency has determined that the proposal does not have a probable significant adverse impact on the environment as described under SEPA.

An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. **This information is available to the public on request.**

(over)

**Comment Period:** Depending upon the proposal, a comment period may not be required. An "**X**" is placed next to the applicable comment period provision.

     There is no comment period for this DNS. Please see below for appeal provisions.

**X** This DNS is issued under 197-11-340(2), and the lead agency will not make a decision on this proposal for 14 days from the date below. Comments can be submitted to the project Planner, GARY LEE, at 425-556-2418, via fax at 425-556-2400, via e-mail at [glee@redmond.gov](mailto:glee@redmond.gov), or in person at the Development Services Center located at 15670 NE 85th Street, Redmond, WA 98052. **Comments must be submitted by 05/20/2011.**

**Responsible Official:** *Robert G. Odle, Planning Director*

Signature: 

**Responsible Official:** *William J. Campbell, Public Works Director*

Signature: 

**Address:** 15670 N.E. 85th Street, P.O. Box 97010, Redmond, WA 98073-9710

**Appeal Period**

You may appeal this determination to the City of Redmond Planning Department, Redmond City Hall, 15670 N.E. 85th Street, P.O. Box 97010, Redmond, WA 98073-9710, **no later than 5:00 p.m. on 06/04/2011**, by submitting a completed City of Redmond Appeal Application Form available on the City's website at [www.redmond.gov](http://www.redmond.gov) or at City Hall. You should be prepared to make specific factual objections.

**For more information about the project or SEPA procedures, please contact the project Planner, GARY LEE, at 425-556-2418 or via e-mail [glee@redmond.gov](mailto:glee@redmond.gov).**

**Date of DNS issuance: 05/06/2011**



## CITY OF REDMOND

### ENVIRONMENTAL CHECKLIST

#### Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Redmond identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

#### Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply" and indicate the reason why the question "does not apply". It is not adequate to submit responses such as "N/A" or "does not apply"; without providing a reason why the specific section does not relate or cause an impact. Complete answers to the questions now may avoid unnecessary delays later. If you need more space to write answers attach them and reference.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. When you submit this checklist the City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

#### Use of Checklist for Non project Proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON PROJECT ACTIONS (part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.


FOR AGENCY USE ONLY

Planner's Name

Gary Lee

Date of Review

5/4/11

To be completed by applicant	Evaluation for Agency Use only
<p><b>A. <u>BACKGROUND</u></b></p> <p>1. Name of proposed project, if applicable:</p> <p>Redmond Central Connector Master Plan</p> <p>2. Name of applicant:</p> <p>City of Redmond</p> <p>3. Address and phone number of applicant and Contact person:</p> <p>Carolyn Hope (425) 556-2313 City of Redmond Parks and Recreation Department, 4NPK PO Box 97010 Redmond, WA 98073</p> <p>4. Date checklist prepared:</p> <p>April 22, 2011</p> <p>5. Agency requesting checklist:</p> <p>City of Redmond</p> <p>6. Give an accurate, brief description of the proposal's scope and nature:</p> <p>i. Acreage of the site: <sup>42</sup> _____</p> <p>ii. Number of dwelling units/ buildings to be constructed: <sup>0</sup> _____</p> <p>iii. Square footage of dwelling units/ buildings being added: <sup>0</sup> _____</p> <p>iv. Square footage of pavement being added: <sup>347,900</sup> _____</p> <p>v. Building Activity type: <sup>Vacant</sup> _____</p> <p>vi. Other information: <sup>Park and Trail Master Plan</sup> _____</p>	<p>This SEPA Threshold Determination is for a <u>non-project action</u>. Details discussed are given to provide a general understanding of this master plan concept. As such, SEPA will be handled as a phased review, followed by a project level SEPA Threshold Determination(s) for future phases.</p> 

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<p>7. Proposed timing or schedule (including phasing, if applicable):</p> <p>Phase I - Design and construct 1.1 miles of trail in Downtown by 2012  Phase II - Enhance the 1.1 mile Downtown trail (unfunded)  Phase III - Construct trail to NE 90th Street (unfunded)  Phase IV - Construct trail to NE 124th Street (unfunded)</p> <p>8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain</p> <p>9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.</p> <p>Draft Preliminary Environmental Assessment Downtown Study Area (2010) - Attachment A; Draft Critical Area Evaluation: Downtown Study Area (2010) - Attachment B; Draft Critical Area Evaluation: Sammamish Valley Study Area (2010) - Attachment C</p> <p>10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain.</p>	

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<p>11. List any government approvals or permits that will be needed for your proposal, if known.</p> <p>No permits or approvals are necessary for this non-project action document, but as projects proceed after the master plan is adopted a number of local, state and federal permits and procedures will be followed, as listed in Attachment D.</p> <p>12. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)</p> <p>The Redmond Central Connector Master Plan provides a conceptual design for a city trail and park that runs four miles through Downtown and the Sammamish Valley. The plan describes the public visioning process, the design principles, the rationale for the layout, and planning tools for future implementation of the project.</p> <p>The master plan focuses much of the detail of the design on Downtown, since that project has some funding for design and construction. Phase 1 will include a regional trail that connects the East Lake Sammamish Trail and Bear Creek Trail (just west of the SR 520/Redmond Way interchange) to the Sammamish River Trail. This trail is envisioned to be a multi-use trail with an emphasis on a series of urban plazas connected by a regional trail, art and park elements and activated by businesses along the trail and pedestrians using the corridor 18-hours a day. This trail is envisioned to be a slower moving trail than the busy Sammamish River Trail due to the many street crossings. However, the design attempts to prioritize the pedestrian experience and safety at these street crossings. In the Sammamish Valley, the trail experience is more natural, like the Sammamish River Trail. A Trolley Study was included in the master plan, but City Council does not want the city to take the lead on such a project.</p> <p>13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.</p> <p>Generally, the project area begins at former railroad milepost 7.3, which is just east of Bear Creek and the SR 520/Redmond Way interchange at the junction of the Bear Creek Trail. From there, the project area follows the former railroad corridor generally west toward the Sammamish River, then crosses the river and NE 154th Street, then heads northwest alongside of Willows Road to NE 124th Street at the King County Line. Attachment E provides the legal description and a map of the project area.</p>	

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<p><b>B. <u>ENVIRONMENTAL ELEMENTS</u></b></p> <p>1. Earth</p> <p>a. General description of the site (check one)</p> <p><input checked="" type="checkbox"/> Flat</p> <p><input type="checkbox"/> Rolling</p> <p><input type="checkbox"/> Hilly</p> <p><input type="checkbox"/> Steep slopes</p> <p><input type="checkbox"/> Mountainous</p> <p><input type="checkbox"/> Other</p> <p>The site is a former railroad so it is generally flat, but there are a couple of areas where the land rises to cross roads or a river, in those cases the grade is up to 25%.</p> <p>b. What is the steepest slope on the site (approximate percent slope)? Describe location and areas of different topography.</p> <p>The site is a former railroad so it is generally flat, but there are a couple of areas where the land rises to cross a river or roads, in those cases the grade of the trail is up to 25%. Those locations specifically are between 161st Ave NE and the Redmond Way trestle and from the 154th Ave NE trestle westward toward Willows Road. However, there are slopes, that are not for traveling, on the abutment of this segment of the railbed that are up to 40% grade.</p> <p>c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, mulch)? If you know the classification of agricultural soils, specify them and note any prime farmland.</p> <p>According to the USDA NRCS King County soil survey, the soils in the project area are primarily Alderwood or Everett gravelly sandy loam with a variety of silt loams and mucks. See Attachment F for a soils map and list of soils types in the project area.</p>	



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<p>d. Are there surface indications or history of unstable soils in the immediate vicinity? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If so, describe.</p> <p>There are some potentially unstable soils between 161st Ave NE and the Sammamish River, where the railroad grade rises to about 25% grade without structural supports. This will be evaluated by an engineer prior to proceeding with the design of the trail to determine how to best construct the trail.</p> <p>e. Describe the purpose, type, location and approximate quantities of any filling or grading proposed. Indicate source of fill.</p> <p>It is estimated that the proposal will cut 3,400 cubic yards and fill 4,200 cubic yards of material. The plan is to reuse the cut material so the net new material is 800 cubic yards.</p> <p>f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.</p> <p>There may be some temporary disturbances during construction of the proposed project that could cause erosion. Given the topography of the site, most effects would be minor and localized. BMPs will be used to minimize the extent of any disturbances.</p> <p>g. About what percentage of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p> <p>Approximately 19 percent of the site could potentially be covered with impervious surfaces, primarily a trail. However, the City will evaluate building the trail with pervious materials rather than standard asphalt or concrete.</p> <p>h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.</p> <p>Standard best management practices (BMPs) will be used before and during construction to minimize erosion. BMPs include, but are not limited to, use of silt fences, compliance with a timing restriction to coincide with the summer low-rain, and storage of materials away from wetlands and streams. Following grading, disturbed areas will be revegetated with native plants. Attempts will be made to reuse as much of the excavated soils as possible.</p>	



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<p>i. Does the landfill or excavation involve over 100 cubic yards throughout the lifetime of the project?</p> <p>Yes, it is estimated that the proposal will cut 3,400 cubic yards and fill 4,200 cubic yards of material. The plan is to reuse the cut material so the net new material is 800 cubic yards.</p> <p><b>2. Air</b></p> <p>a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke, and greenhouse gases) during construction and when the project is completed: If any, generally describe and give approximate quantities if known.</p> <p>Any air quality impacts from construction vehicle emissions and associated dust generation would be temporary and rapidly dissipated. When construction is complete the proposed trail improvements are expected to slightly decrease vehicle traffic to the area, since this project is intended to encourage non-motorized transportation.</p> <p>b. Are there any off-site sources of emissions or odor that may affect your proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If so, generally describe.</p> <p>c. Proposed measures to reduce or control emissions or other impacts to air, if any:</p> <p>Standard methods of reducing impacts to air would be utilized and include keeping all heavy equipment in good operating condition. To reduce dust generation, exposed soils and soils stockpiles would be covered or watered during grading or during dry periods when subjected to equipment traffic.</p> <p><b>3. Water</b></p> <p>a. Surface</p> <p>1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe type, location and provide names. If appropriate, state what stream or river it flows into. Provide a sketch if not shown on site plans.</p>	

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<p>At the eastern end of the site is Bear Creek. The project won't impact the creek, but may have a soft surface trail approaching the creek. There are some wetlands in the block between Bear Creek and NE 170th Street. The project will cross the Sammamish River, a waterbody of the state. There are also some wetlands and 9 streams in the Sammamish Valley study area. Attachments B and C provide more details about waterbodies in the project area.</p> <p>2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe and attach available plans. Note approximate distance between surface waters and any construction, fill, etc..</p> <p>A trail will cross the Sammamish River. The trail will be designed to eliminate or reduce impacts to wetlands and streams to the best extent possible.</p> <p>3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material, if from on site.</p> <p>The Downtown alignment will likely cross a wetland near the intersection of NE 170th Street and will likely impact a Class III wetland near the Sammamish River; however the design for the work in that area has not begun and the project team will look at various options for protecting this resource or alternatively, providing mitigation.</p> <p>4. Will the proposal require surface water withdrawals or diversions? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Give general description, purpose, and approximate quantities if known.</p> <p>5. Does the proposal lie within a 100-year floodplain? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If so, note location on the site plan.</p> <p>See Attachment H</p>	<p>Corrected See Fig. 8 of Attachment C at end of checklist. <i>[Signature]</i></p>



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<p>2. Could waste materials enter ground or surface waters? If so, generally describe.</p> <p>There will be no intentional or anticipated discharge of waste materials into ground or surface waters.</p> <p>d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:</p> <p>During construction, efforts will be made to avoid and minimize impacts to ground and surface water by utilizing Stormwater BMPs as described in City of Redmond Stormwater Codes and Standards.</p> <p><b>4. Plants</b></p> <p>a. Check and select types of vegetation found on the site:</p> <p><input type="checkbox"/> Deciduous Tree: <input checked="" type="checkbox"/> Alder <input checked="" type="checkbox"/> Maple <input type="checkbox"/> Aspen <input checked="" type="checkbox"/> Other</p> <p><input type="checkbox"/> Evergreen Tree: <input type="checkbox"/> Cedar <input checked="" type="checkbox"/> Fir <input type="checkbox"/> Pine <input type="checkbox"/> Other</p> <p><input checked="" type="checkbox"/> Shrubs</p> <p><input checked="" type="checkbox"/> Grass</p> <p><input type="checkbox"/> Pasture</p> <p><input type="checkbox"/> Crop or Grain</p> <p><input type="checkbox"/> Wet soil plants: <input type="checkbox"/> Cattail <input type="checkbox"/> Buttercup <input type="checkbox"/> Bullrush</p> <p><input type="checkbox"/> Skunk cabbage <input checked="" type="checkbox"/> Other</p> <p><input type="checkbox"/> Water plants: <input type="checkbox"/> Water lily <input type="checkbox"/> Eelgrass <input type="checkbox"/> Milfoil <input type="checkbox"/> Other</p> <p><input type="checkbox"/> Other types of vegetation (please list)</p> <p>Trees: Salix sitchensis, Crataegus douglasii, Fraxinus latifolia, Populus balsamifera</p> <p>Shrubs: Rubus armeniacus, Rubus armeniacus, Mahonia aquifolium</p> <p>Wet soil plants: Phalaris arundinacea</p> <p>b. What kind and amount of vegetation will be removed or altered?</p> <p>Very little vegetation is expected to be removed as part of this project. The goal is to preserve trees and native plants and enhance the natural areas along the corridor where now it is primarily gravel with weeds and Himalayan blackberry.</p>	

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<p>c. List threatened or endangered species known to be on or near the site.</p> <p>There are no known endangered animals or plants within the project area. However, WDFW (2010a and 2010b) indicates the presence of coho salmon (<i>Oncorhynchus kisutch</i>) in 2 streams that cross the ROW within the Sammamish Valley Study Area, Stream 1 (Figure 4 of Att C) and Stream 3 (Figure 5 of Att C). During the field reconnaissance, the biologist observed fish in Stream 3.</p> <p>d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:</p> <p>One of the key project goals is to preserve trees and native plants and enhance the natural areas along the corridor where now it is primarily gravel with weeds and Himalayan blackberry.</p> <p><b>5. Animals</b></p> <p>a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site</p> <p><input checked="" type="checkbox"/> Birds: <input checked="" type="checkbox"/> Hawk <input checked="" type="checkbox"/> Heron <input checked="" type="checkbox"/> Eagle <input checked="" type="checkbox"/> Songbirds <input type="checkbox"/> Other</p> <p><input checked="" type="checkbox"/> Mammals: <input type="checkbox"/> Deer <input type="checkbox"/> Bear <input type="checkbox"/> Elk <input checked="" type="checkbox"/> Beaver <input type="checkbox"/> Other</p> <p><input checked="" type="checkbox"/> Fish: <input checked="" type="checkbox"/> Bass <input checked="" type="checkbox"/> Salmon <input checked="" type="checkbox"/> Trout <input type="checkbox"/> Herring</p> <p><input type="checkbox"/> Shellfish <input type="checkbox"/> Other</p> <p>See Attachment I. No fish are present on-site, but are present nearby.</p> <p>b. List any threatened or endangered species known to be on or near the site</p> <p>Chinook salmon, steelhead, and bull trout, which are listed as threatened under the Endangered Species Act, are known to inhabit the Sammamish River.</p> <p>c. Is the site part of a migration route: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If so, explain?</p> <p>The Sammamish River (off-site) is a migratory route for anadromous fish.</p>	

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<p>d. Proposed measures to preserve or enhance wildlife, if any:</p> <p>The proposed plan will improve wildlife habitat by enhancing vegetation along the corridor and increasing the diversity of habitat types. A diversity of vegetation communities will be established and enhanced including emergent, scrub-shrub, and forested areas.</p> <p><b>6. Energy and Natural Resources</b></p> <p>a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs: Describe whether it will be used for heating, manufacturing, etc.</p> <p>The only energy related needs for the project are for pedestrian lighting and some outlets for special events along the trail. There are no plans for heating or other major sources of energy. During the design phase, the City will investigate alternative energy sources for these needs.</p> <p>b. Would your project affect the potential use of solar energy by adjacent properties? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If so, generally describe.</p> <p>c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:</p> <p>During design of the projects, the City will investigate alternative forms of energy for the needs along the trail, solar in particular.</p> <p><b>7 Environmental Health</b></p> <p>a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No. If so, describe.</p>	

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<p>The only potential hazards would be associated with the operation of heavy equipment and machinery during the construction phase. Typical hazards related to heavy equipment fuels are associated.</p> <p>1. Describe special emergency services that might be required.</p> <p>In the event of an emergency, the local fire department hazardous materials team would respond. Local medical service may also be required. Standard emergency and response supplies will be on-site.</p> <p>2. Proposed measures to reduce or control environmental health hazards, if any:</p> <p>Standard precautions will be taken to reduce hazards. Refueling will occur away from the wetland. Construction crew managers will ensure that potential spills will be cleaned up as required by the chemical use instructions. Managers will contact the appropriate authorities in the event of a spill.</p> <p>b. Noise</p> <p>1. What types of noise exist in the area which may affect your project (for example: traffic equipment, operation, other)?</p> <p>The Downtown Study Area is within an urban center and typical noises include traffic, retail and commercial activities such as pedestrians traveling outside, eating outside and similar activities. In the Sammamish Valley, the primary noise is from traffic along Willows Road.</p> <p>2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.</p> <p>Noise from construction equipment will be present during the construction phase and limited to standard daytime work hours. Construction will comply with City of Redmond standards for hours of construction and noise levels. Once the Downtown project is complete, noise will be typical of an urban plaza setting during the day. Sammamish Valley area noise will be similar to a passive park.</p> <p>3. Proposed measures to reduce or control noise impacts, if any:</p> <p>Construction noise impacts will be limited to standard daytime construction hours. Operational noise impacts will be deterred at night through existing noise and park ordinances and any events in Downtown will be planned carefully in order to respect adjacent property owners.</p> <p>c. Describe the potential use of the following:</p> <p>1. <input checked="" type="checkbox"/> Flammable liquids</p>	



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<div> <div>2. <input type="checkbox"/> Combustible liquids</div> <div>3. <input type="checkbox"/> Flammable gases</div> <div>4. <input type="checkbox"/> Combustible or flammable fibers</div> <div>5. <input type="checkbox"/> Flammable solids</div> <div>6. <input type="checkbox"/> Unstable materials</div> <div>7. <input type="checkbox"/> Corrosives</div> <div>8. <input type="checkbox"/> Oxidizing materials</div> <div>9. <input type="checkbox"/> Organic peroxides</div> <div>10. <input type="checkbox"/> Nitromethane</div> <div>11. <input type="checkbox"/> Ammonium nitrate</div> <div>12. <input type="checkbox"/> Highly toxic material</div> <div>13. <input type="checkbox"/> Poisonous gas</div> <div>14. <input type="checkbox"/> Smokeless powder</div> <div>15. <input type="checkbox"/> Black sporting powder</div> <div>16. <input type="checkbox"/> Ammunition</div> <div>17. <input type="checkbox"/> Explosives</div> <div>18. <input type="checkbox"/> Cryogenics</div> <div>19. <input type="checkbox"/> Medical gas</div> <div>20. <input type="checkbox"/> Radioactive material</div> <div>21. <input type="checkbox"/> Biological material</div> <div>22. <input type="checkbox"/> High piled storage (over 12' in most cases)</div> </div>	
<p>Diesel fuel and gasoline will be the primary fuel sources for the construction equipment.</p> <p><b>8. Land and Shoreline Use</b></p> <p>a. What is the current use of the site and adjacent properties?</p> <p>The current use of the site is an abandoned railroad line with no active use. The adjacent properties in downtown are primarily retail and some residential condos and apartments. In the Sammamish Valley there is a golf course and many commercial businesses as well as an undeveloped city park.</p>	



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<p>i. Approximately how many people would reside or work in the completed project.</p> <p>None</p> <p>j. Approximately how many people would the completed project displace?</p> <p>None</p> <p>k. Proposed measures to avoid or reduce displacement impacts, if any:</p> <p>None</p> <p>l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:</p> <p>The planned project is not inconsistent with any land use regulations, including the City of Redmond Comprehensive Plan and Community Development Guide.</p> <p>m. What percentage of the building will be used for:</p> <p><input type="checkbox"/> Warehousing</p> <p><input type="checkbox"/> Manufacturing</p> <p><input type="checkbox"/> Office</p> <p><input type="checkbox"/> Retail</p> <p><input type="checkbox"/> Service (specify)</p> <p><input checked="" type="checkbox"/> Other (specify) No building</p> <p><input type="checkbox"/> Residential</p> <p>n. What is the proposed I.B.C. construction type?</p> <p>Not applicable</p>	

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<p>o. How many square feet are proposed (gross square footage including all floors, mezzanines, etc.)</p> <p>Not applicable</p> <p>p. How many square feet are available for future expansion (gross square footage including floors, mezzanines and additions).</p> <p>Not applicable</p>	
<p><b>9. Housing</b></p> <p>a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.</p> <p>Not applicable</p> <p>b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.</p> <p>Not applicable</p> <p>c. Proposed measures to reduce or control housing impacts, if any:</p> <p>Not applicable</p>	
<p><b>10. Aesthetics</b></p> <p>a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?</p> <p>There are no proposed buildings, but there may be some covered seating areas or art work that may be taller than a person. These details will be determined later</p>	

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<p>b. What views in the immediate vicinity would be altered or obstructed?</p> <p>None</p> <p>c. Proposed measures to reduce or control aesthetic impacts, if any:</p> <p>This project is intended to enhance the aesthetics of the former railroad corridor through landscape design, vegetation, art and more.</p> <p><b>11. Light and Glare</b></p> <p>a. What type of light or glare will the proposal produce: What time of day or night would it mainly occur:</p> <p>The proposal includes pedestrian lighting along the trail, this will be low light and will not create glare. It will be designed to ensure that neighboring residents are not disturbed by the light at night.</p> <p>b. Could light or glare from the finished project be a safety hazard or interfere with views:</p> <p>No</p> <p>c. What existing off-site sources of light or glare may affect your proposal?</p> <p>Not aware of any.</p>	

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<p>d. Proposed measures to reduce or control light and glare impacts, if any:</p> <p>Lighting will be timed and minimized to reduce the effects of light and glare, while still serving the security and functional needs of the site.</p> <p><b>12. Recreation</b></p> <p>a. What designated and informal recreational opportunities are in the immediate vicinity?</p> <p>Bear Creek Park, Bear Creek Trail, Anderson Park, Redmond Town Center Open Space, Sammamish River Trail, Dudley Carter Park, Heron Rookery, Sammamish Valley Park.</p> <p>b. Would the proposed project displace any existing recreational uses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If so, describe.</p> <p>c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:</p> <p>This proposed park and trail project is intended to enhance connectivity to other nearby trails and parks through physical connections and signage.</p> <p><b>13. Historic and Cultural Preservation</b></p> <p>a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.</p> <p>Yes, the Justice White House, the Bill Brown Building and the Redmond Trading Company are all local landmarks and adjacent to the proposed project. None of these projects will be adversely affected by the proposal; in fact, the project aims to enhance history telling through it's design.</p> <p>b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.</p> <p>None known other than what is described above.</p>	

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<p>c. Proposed measures to reduce or control impacts, if any:</p> <p>Should historic, archeological, scientific or cultural significant items be encountered during implementation of this project, work would be temporarily stopped while the appropriate agencies are notified.</p> <p><b>14. Transportation</b></p> <p>a. Identify public streets and highways service the site, and describe proposed access to the existing street system. Show on site plans, if any.</p> <p>Downtown - Two streets parallel the proposed project, Cleveland to the north and NE 76th Street to the south. Three existing streets cross the proposed project north to south, 170th Ave NE, 166th Ave NE, and Leary Way, and two plaza streets connect to the corridor. See Attachment I.</p> <p>b. Is site currently served by public transit? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If not, what is the approximate distance to the nearest transit stop.</p> <p>There are numerous bus stops along the Redmond Central Connector that are adjacent to the corridor or less than 200 feet away, including stops along Redmond Way and Cleveland Street, in Redmond Town Center and along Willows Road. In addition, the bus transit center is two blocks away from the Connector and the Connector will be the home to East Link in 15 years.</p> <p>c. How many parking spaces would the completed project have? How many would the project eliminate?</p> <p>None.</p> <p>In 10 to 15 years, when Sound Transit begins construction of East Link, the City will reclaim leased land on the north side of the former BNSF rail corridor that is currently used for parking. It is assumed that by this time, many of those properties will be redeveloping and building structured parking to comply with city code.</p> <p>d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).</p> <p>No new streets. Improvements to crosswalks and signals will be made.</p>	



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<p>e. How many weekday vehicular trips (one way) per day would be generated by the completed project? <u>20 to 40</u>  If known, indicate when peak volumes would occur. <u>7 to 9</u> - <u>      </u> a.m. &amp; - <u>6 to 8</u> p.m. How many of these trips occur in the a.m. peak hours? <u>6 to 10</u> How many of these trips occur in the p.m. peak hours? <u>10 to 30</u></p> <p>This project is not intended to generate significant vehicular traffic. On the contrary, it is intended to reduce trips by creating a more connected and functional non-motorized transportation network. This will encourage people traveling to, from and through Downtown Redmond to use of non-motorized transportation methods. Users who chose to drive to the trail would be encouraged to park at municipal campus or other public parking areas, as they develop, similar to the way trail traffic is managed for the Sammamish River Trail. Peak volumes are expected on weekends and evenings.</p> <p>f. Proposed measures to reduce or control transportation impacts, if any.</p> <p>Through marketing of the project, encourage users to use non-motorized forms of transportation to the trail or to park on municipal campus or other acceptable public parking facilities. Encourage the use of transit to the trail as well as the regional trail system - the Redmond Central Connector will connect to more than 60 miles of trails within the region.</p> <p><b>15. Public Services</b></p> <p>a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No. If so, generally describe.</p> <p>Some additional fire and police protection may be necessary, since the site will be converted from no use to low or moderate public use. Increased services are expected to be minor in scope and only necessary on rare occasions.</p> <p>b. Proposed measures to reduce or control direct impacts on public services, if any.</p> <p>None.</p>	

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<p><b>16. Utilities</b></p> <p>a. Select utilities currently available at the site:</p> <p><input type="checkbox"/> Electricity</p> <p><input type="checkbox"/> Natural gas</p> <p><input type="checkbox"/> Water</p> <p><input type="checkbox"/> Refuse service</p> <p><input type="checkbox"/> Telephone</p> <p><input type="checkbox"/> Sanitary Sewer</p> <p><input type="checkbox"/> Septic System</p> <p><input type="checkbox"/> Other</p> <p>None on site, some can be extended to the site relatively easily.</p> <p>b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.</p> <p>Electricity and water will be needed on the site.</p>	

**C. SIGNATURE**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Date Submitted: 4/26/11

Relationship of signer to project: Project Manager for City

To be completed by applicant	Evaluation for Agency Use only
<p><b>D. <u>SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS</u></b></p> <p><i>(DO NOT USE THIS SHEET FOR PROJECT ACTIONS)</i></p> <p>Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.</p> <p>When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.</p> <p>1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise:</p> <p>This project is intended to provide clean infiltration of water into the aquifer, reduce emissions to air by providing a new non-motorized transportation option in a growing urban center, is not intended to release hazardous substances, and will increase noise in the form of additional pedestrian activity (rather than vehicle or rail traffic).</p> <p>Proposed measures to avoid or reduce such increases are:</p> <p>Develop low impact development stormwater management techniques for the project.  Market the project to encourage non-motorized trips  Use BMPs during construction to prevent releases of hazardous substances  Control noise in the corridor, especially at night, through existing ordinances and code.</p> <p>2. How would the proposal be likely to affect plants, animals, fish, or marine life?</p> <p>The proposal is intended to improve habitat for plants, animals, fish and marine life by turning an abandoned railroad corridor filled with gravel and metal into a urban plaza space surrounded by enhanced vegetation that will attract more birds and small animals. Potential future improvements to streams in the Sammamish Valley could also enhance conditions for fish and other aquatic species.</p> <p>Proposed measures to protect or conserve plants, animals, fish or marine life are:</p> <p>The overall long-term project serves to protect and conserve plants, animals, and fish. The project goals are to avoid impacts to critical areas. However, if any critical areas are impacted by the project, every effort will be made to mitigate within or close to the project area to enhance habitat.</p>	<p>GHG emissions not anticipated. This plan provides for non-motorized travel; an alternative to automobiles and a mitigation strategy to help reduce GHG emissions.</p> <p>Mitigation if needed will be addressed at the project level SEPA.</p>

To be completed by applicant	Evaluation for Agency Use only
<p>3. How would the proposal be likely to deplete energy or natural resources?</p> <p>When implemented, the project is planning to use some electricity and will use a significant amount of hard surface materials and new plant materials.</p> <p>Proposed measures to protect or conserve energy and natural resources are:</p> <p>As the proposed project moves toward implementation, sustainable energy sources and materials will be evaluated and will have preference in construction. In addition, native plants will be used whenever possible.</p> <p>4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands:</p> <p>The proposal is likely to cross over one wetland, potentially fill part of another wetland and cross the Sammamish River. The project will be partially built on designated steep slopes, landslide hazard areas, and in a floodplain.</p> <p>Proposed measures to protect such resources or to avoid or reduce impacts are:</p> <p>Impacts to critical areas should be avoided whenever possible.  Crossings of water bodies will be carefully designed to have minimal adverse effects or potentially to improve existing crossings when possible.  If a wetland is filled, it should be mitigated as close to the impact as possible.  The project will carefully consider construction in landslide hazard areas and floodplains.</p> <p>5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?</p> <p>The project will not effect land or shoreline uses. The proposed project is compatible with existing plans, including the Comprehensive Plan, the Transportation Master Plan, the Parks, Arts, Recreation, Culture and Conservation Plan, and the Community Development Guide.</p>	

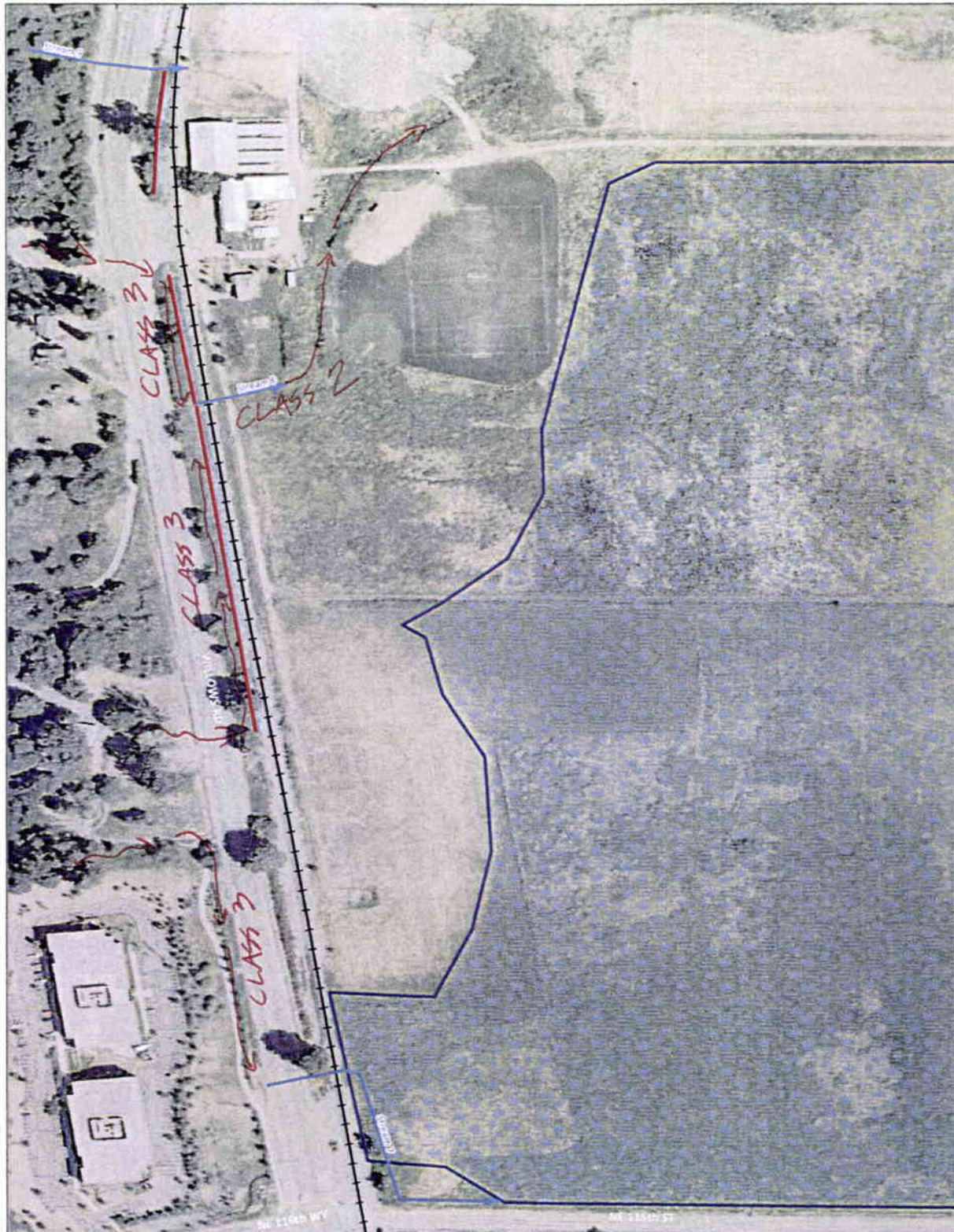
To be completed by applicant	Evaluation for Agency Use only
<p>Proposed measures to avoid or reduce shoreline and land use impacts are:</p> <p>None.</p> <p>6. How would the proposal be likely to increase transportation or public services and utilities?</p> <p>The proposal create some vehicular traffic; however, it is intended to reduce far more trips than it produces. It is anticipated that in the short term, the project could eliminate 24,000 trips per year. The long term projections would be much higher, as more housing and offices are built and when bus rapid transit and light rail begin service in Downtown Redmond. The proposal will require some electrical and water service. Minor increases in emergency services could be necessary during public gathering events.</p> <p>Proposed measures to reduce or respond to such demand(s) are:</p> <p>Through marketing of the project, encourage users to use non-motorized forms of transportation to the trail or to park on municipal campus or other acceptable public parking facilities. Encourage the use of transit to the trail as well as the regional trail system - the Redmond Central Connector will connect to more than 60 miles of trails within the region. The project will be designed to use water and electrical resources efficiently.</p> <p>7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.</p> <p>The long-term strategy for this proposal does not appear to conflict with any local, state, or federal laws or requirements for the protection of the environment.</p>	



Corrected Fig. 8 of Attachment C

Radmond Path W Radmond\Projects\0500172\GIS\050017200\_CriticalAreas.mxd Map Revised August 24, 2010 EL

Correction:  
& Add Class 2 and 3 Streams



- BNSF Rail Corridor
- Ditch
- Stream [per RMC 20D.140.20-010(u)]
- Landslide Hazard [per RMC 20D.140.60-010(1)(b)(vii)]
- Wetland observed by GeoEngineers
- Native Growth Protection Easement

Reference: Aerial from Microsoft Bing.

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.



### BNSF Rail Corridor Critical Areas Reconnaissance

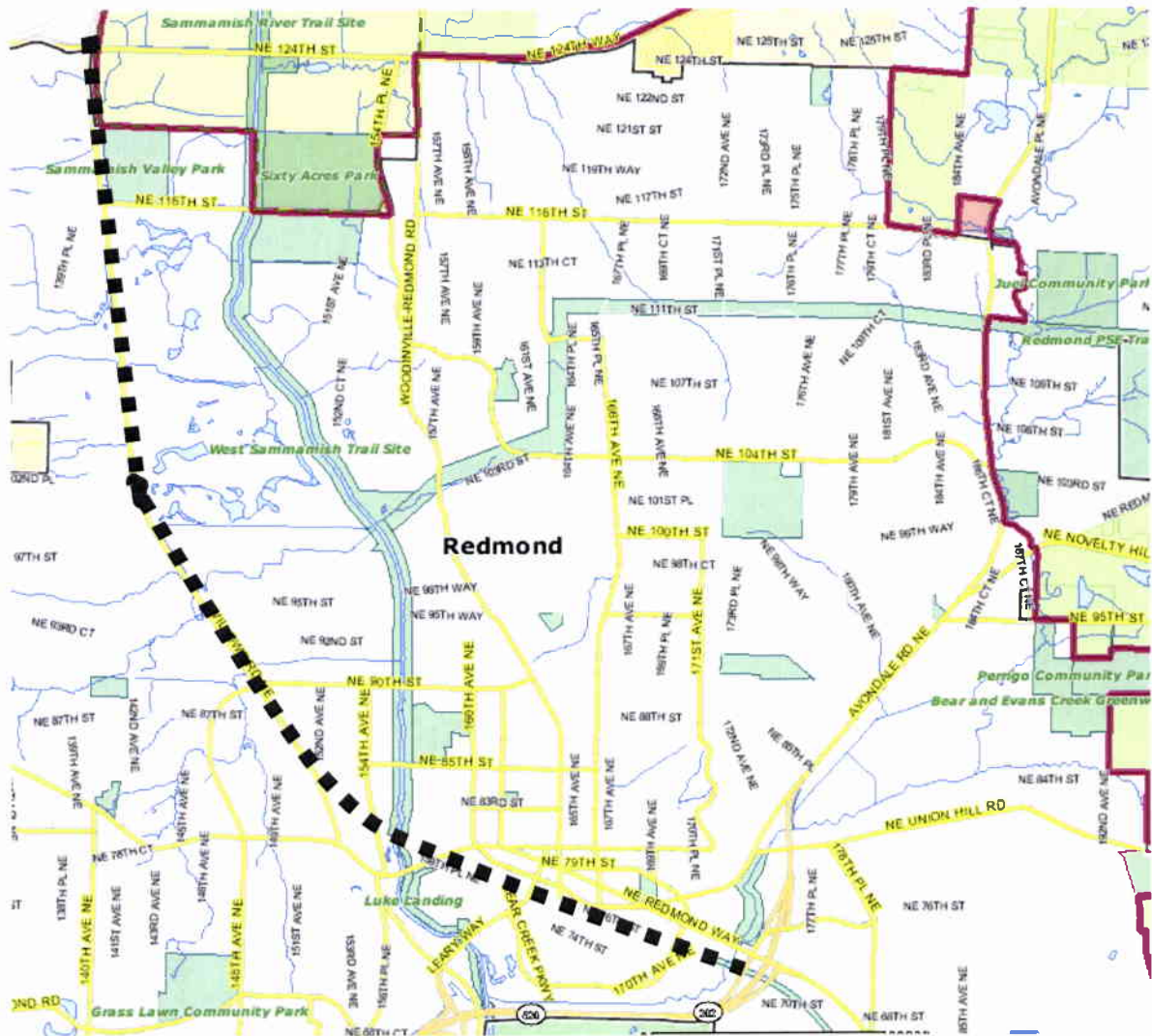
Redmond, Washington

**GEOENGINEERS**

**Figure 8**



# VICINITY MAP



Location of proposed Redmond Central  
Connector Trail: In BNSF ROW, From SR  
520/202 Interchange to NE 124<sup>th</sup> Street.